Conversion of Jaunpur-Aurihar Rail Line

2834. SHRI RAJNATH SINGH 'SURYA': Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to cover the rail track from Jaunpur to Aurihar into broad gauge;

(b) if so, when the work is likely to begin and completed;

(c) whether more land along the track, particularly near Gangoli halt, would be acquired for the purpose; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir.

(b) to (d) Do not arise.

Inter-City Trains

2835. SHRI MAN MOHAN SAMAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that more inter-city trains are required to promote economic, educational and cultural Transactions among various neighbouring States;

(b) if so, the measures taken so far in this direction;

(c) whether Government have any plan to introduce inter-city trains from Bhubaneswar to Ranchi, Hyderabad and Kolkata and from Sambalpur to Raipur in the near future; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Trains are introduced based on passengers demand for travel from one place to another. These do help in economic, educational and cultural transactions among people of various places, but these are not the sole motives for introduction of trains on Indian Railways.

(c) and (d) 6357/6358 Howrah-Nagercoil weekly Express has been

introduced from 08.07.2001 via Bhubaneswar and it is proposed to introduce Howrah-Yesvantpur (Bi-Weekly) Express during 2001-2002 via Bhubaneswar. This is the additional service for the Bhubaneswar-Howrah passengers.

Further, it is proposed to extend 7615/7616 Kacheguda-Palasa Visakha Express upto Bhubaneswar during 2001-2002. This will provide additional service for Bhubaneswar-Kacheguda (Hyderabad) passengers.

It is also proposed to introduce 1045/1046 Lokmanya Tilak (T)-Bhubaneswar weekly Express via Sambalpur, Raipur during 2001-2002. This will provide additional service for Sambalpur-Raipur passengers.

Introduction of trains from Bhubaneswar to Ranchi, Hyderabad and Kolkata and from Sambalpur to Raipur are not feasible due to operational and resource constraints.

Losses on Passenger and Suburban Rail Operations

2836. SHRI MAN MOHAN SAMAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the losses on passenger and suburban rail operations have been cross-subsidised, by hike in freight rates;

(b) if so, the amount of money cross-subsidised on this head; and

(c) the number of passenger trains running from the four Metros daily and the share of money adjusted from cross-subsidisation on these trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir. Certain segments of rail traffic both in respect of passenger and freight services are carried at charges less than the operational cost on social consideration. These losses are generally made up by charging other services at higher rates.

(b) The assessment for the year 1999-2000 of the total cost of its social services obligations was Rs. 4739 crore which included Rs. 1790 crore on Staff Welfare and Law and Order.